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			that work on the electrification of the Schoonha	user Allee - Bornholmer	
OLLOOUTI SETTION COOPER			Strasse - Jankow railroad line section was to be	started within two week	ks. (1)
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		6.		25X1
25X1		L	on 2/ way, it was announced that various cauunion lims had	
20/(1	•		been ordered to report the personnel and equipment they could make	
			available for the construction of a northern rail link between	
			Oranienburg and the northern section of the East Berlin railroad system. (1)	
			0,0 0000 (20)	
		7.		*
			new border station in Frankfurt/Oder was levelled so that work on	
			the laying of tracks could be started. Work on the levelling of the	
			southern portion of the new railroad station had begun. (2)	
25X1		8.	In late Lay 1952, source learned that	
20/(1			the following railroad construction projects were scheduled to be	
			executed in 1953:	
			a Remodeling of the Lightenhams mailwood abotions, dout my worm to	
			a. Remodeling of the Lichtenberg railroad station; designs were to be turned in by 20 May 1952; estimated construction cost:	
			2.700.000 eastmarks.	
			b, Construction of the Wildpark connecting curve. Designs were to be	
			turned in by 28 May 1952. Estimated construction cost:	
			22,150,000 eastmarks.	
			c. Construction of a new unliheide marshaling yard. Designs were to	
			be turned in by 12 June 1952. Estimated construction cost:	
			22,000,000 eastmarks.	
			d Constitution of the association of the new mailmost live between	
			d. Second stage of the construction of the new railroad line between Lowenberg and Sperswalde. Designs were to be turned in by 12 June	
			1952. Estimated construction cost: 42,000,000 eastmarks.	
			e. Construction work at Jueterbog railroad station (connecting curve	
			between Falkenberg and Seddin). Designs were to be turned in by	
			12 June 1952. Estimated construction cost: 5,500,000 eastmarks.	
			f. Construction of signal installations on the southern section of	
			the Berlin Cuter Freight Ring. Designs were to be turned in by	
			12 June 1952. stimated construction cost: 4,000,000 eastmarks. (3)	
		9.	The following information was excerpted from a decree on the establish-	
		76	ment of a special railroad construction enterprise issued by the Lirecto-	
			rate General, Railroads, Berlin, on 19 May 1952:	
			a. A nationalized construction enterprise will be established by 30 June 1952. The new enterprise will be formed by Bauunion firms, which	
			were previously assigned to the Main Administration of the Building	
			Industry and which will now be turned over, either in part of whole,	
			to the railroad administration. Construction firms affected by this	
i .			measure include the Laren, Cottous and Naumburg Bauumion firms, the	
			latter being only partly turned over. The Michendorf branch of the Potedan Damunion firm will also be taken over by the railroad	
:			administration. The same applies to the switch manufacturing shops	
			of the Majdeburg and Halle Baumnion firms, but which is not to become	
			effective until 31 December 1952, and those sections of the Halle	
			Bauunion firm which are employed on the Geiseltal railroad line con-	
			struction project, and also to the repair shop in Gross Korbetha. (1)	

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b In connection with this reorganization, current railroad construction projects were redistributed as follows among Bauumion firms and the newly established nationalized railroad construction enterprise:

Railroad Construction Project	Bauunion Previously in Charge	Project to be Continued by
Second track on Dresden-Schoena line	Dresden	Bavunion Dresusn
Superstructure and earthworks at the Horka railroad station	Neugersdorf	n Neugersdonf
Embankment at Heinsdorf		
Second track at Ellrich	Nordhausen	" Naumburg
Third track at Sangerhausen		
Connecting curve Justerbog-Brandenburg at the Eelzig railroad station	Potsdam)	
Second track Crossbeeren-Seddin	n)	" Potsdam Located in Michendor
Second track Belzig-Seddin	n	
Reinforcement of the superstructure of Belzig-Troughbrietzen line	the ")	
Track construction work at the Seddin marshaling yard	"	Railroad construction onterprise
Track construction work at the Wusterna marshaling yard	rk	
Second track on the Guben-Frankfurt/Ode	r line " · .	
Crossing loop at Klein Buetzow	}	
Crossing loop at Westonfelde		
Replacement of rails at dolgast Harbor)) Stralsund	Bauunion Jaren
Replacement of ties at Budenhagen) - Stratsum	remailm ast at
Track construction at the Lietzow-Binz line	\}	
Track construction at the Prenzlau- Templin line	}	
Second track Elsterwerda-Ruhland	Senftenberg	Bammion Cottbus
Oder bridge in Frankfurt/Oder	}	Railroad con-
Oder bridge in Kuestrin	Berlin	struction enter- prise Bauunion Berlin
Canal bridge at Muellrose	;	7) A. Y. T.
Crossing point near the water tower in Frankfurt/Cer	16	Bauunion Berlin

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Connecting curve at Britz		Railroad construc-
Hump at Eberswalde	Berlin	tion enterprise
Siding at Eberswalde		
Railroad repair shop at Brandenburg	Brandenburg	Baumion Brandenburg
Connecting curve at Buch	***	Railroad con- struction enter- prise
Marshaling yard at Juhlheide	tt	Baumion Brandenburg
Track construction work on the Nathenow-Locsenberg line	. 11	Railroad construction enterprise
Curve at Loewenberg	ŶŦ	1 t
Connecting curve at Brandenburg	11	Bauunion Brandenburg
Connecting curve at Grossbeoren	Ħ	n
Frankfurt/Oder border station	Fuerstenberg/Oder	Track construction work: railroad construction enterprise earthworks: Bauunion Fuerstenberg/
Kuestrin border station	ff.	Bauunion Fuerstenberg/ Oder
Bridge V at Juellrose	11	n
Geiseltal railroad line	Ha 1 10	? Bauunion Naumburg
Track construction work at Neustadt on the Dosse River	Magdeburg	Bauunion Hagdeburg

- 10. Source obtained the following information at Department VI (Constructions) of the Directorate General, Railroads, Berlin:
 - a. The Hordring Berlin is scheduled to be completed within a period of three months. The new Contruction Bureau h, Berlin, is charged with the execution of the project. (1)
 - b. The following bridge construction work will have to be completed before operations on the second track of the Guben-Cottbus-Falkenberg railroad line can be started:
 - (1) A hh-meter single-track span on the bridge over the Elster Eiver near Beutersitz;
 - (2) A 10-meter span on the Malxe Bridge near Peitz, 20 km northeast of Gottbus;
 - (3) Two 13-meter spans on the railroad underpass near Finsterwalde. (5)

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25X1	21.	On 7 May 1952, a large warehouse 80 x 20 x 10 meters was being built at the Elster rail- read station. The framework of the structure was completed. A total of 145 such warehouses are said to be simultaneously under construction in Land Saxony-Anhalt. (6)	•
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	(1)	Information on this new construction project which was not included in previous railroad construction programs and which is to be completed at maximum speed was transmitted previously. The construction of the connecting curve at Pankow is connected with the Hordring Berlin project. The information on the connecting curve at Karow agrees with previous information. For location sketch of this curve, see Annex 1. Information on the establishment of a special railroad construction enterprise, reported in paragraph 9 A was transmitted previously.	ed
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25X1	(3)	double track southern section of the berlin Olter Freight King was completed in early December 1951 except for the safety and signal installations, which are to be installed in 1952.	
) Information on all the railroad construction projects listed in this paragraph has been previously reported by several sources.) The second track on this railroad line, an important east-west route,	.•
	(6)	had to be reconstructed by order of the Soviets as first priority project. For Iccation of warehouse observed, see Annex 2. These warehouses may be used for the storage of grain imported from the U.S.S.R. after January	
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